

Montrose Parkway West -- No. 500311

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Rockville
Five residences.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	5,414	3,336	751	1,327	730	323	274	0	0	0	0
Land	31,281	11,897	12,008	7,376	2,326	2,433	1,176	1,441	0	0	0
Site Improvements and Utilities	1,084	13	436	635	301	302	32	0	0	0	0
Construction	30,349	77	7,267	23,005	3,399	6,530	8,276	4,800	0	0	0
Other	7	7	0	0	0	0	0	0	0	0	0
Total	68,135	15,330	20,462	32,343	6,756	9,588	9,758	6,241	0	0	0

FUNDING SCHEDULE (\$000)

EDAET	5,206	4,956	0	250	0	250	0	0	0	0	0
G.O. Bonds	25,868	7,175	11,204	7,489	6,080	0	1,409	0	0	0	0
Contributions	35	0	0	35	0	0	35	0	0	0	0
Development Approval Payment	1,362	50	0	1,312	150	1,162	0	0	0	0	0
Impact Tax	34,519	2,516	9,258	22,745	526	8,176	7,802	6,241	0	0	0
Investment Income	6	6	0	0	0	0	0	0	0	0	0
Intergovernmental	512	0	0	512	0	0	512	0	0	0	0
Transportation Improvement Credit	625	625	0	0	0	0	0	0	0	0	0
Rental Income - Roads	2	2	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				162	0	0	0	54	54	54	0
Energy				162	0	0	0	54	54	54	0
Net Impact				324	0	0	0	108	108	108	0

DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

Service Area

North Bethesda-Garrett Park.

Capacity

By 2020, the Average Daily Traffic (ADT) volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		57,600
First Cost Estimate		
Current Scope	FY05	68,175
Last FY's Cost Estimate		68,175
Present Cost Estimate		68,135
Appropriation Request	FY07	-40
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		68,175
Expenditures/		
Encumbrances		60,550
Unencumbered Balance		7,625
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland Department of the Environment
U. S. Army Corps of Engineers
Maryland Department of Natural Resources
Department of Permitting Services
Maryland-National Capital Park and Planning
Commission
Maryland State Highway Administration
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
City of Rockville
Montgomery County Department of Environmental
Protection
Miscellaneous Stream Valley Improvements

MAP

See Map on Next Page

movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

Plans and Studies

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways. A pedestrian impact analysis has been completed for this project.

Cost Change

The total cost of this project has been decreased by \$40k which is now programmed in the Advanced Reforestation project.

STATUS

Under construction.

OTHER

The construction cost increase is offset by lower estimated utility relocation costs. As a permit requirement the project includes the construction of a bio-retention facility at the Tilden Woods Park and participation in the costs associated with the construction of 1,200 linear feet of the Booze Creek Stream Stabilization project. The project cost assumes acquisition of approximately 7.4 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231.

FISCAL NOTE

The intergovernmental and contribution revenue represent WSSC's share of the utility costs and developer's share of the project costs, respectively. Impact Tax funds are assumed for this project.

MONTROSE PARKWAY WEST

